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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT Air Force Test Station in Stakhanovo

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THIS IS UNEVALUATED INFORMATION

October 1948 to 8 March 1949

1. Location: East of the STAKHANOVO** (38°8' E/55°3' N), Moscow Oblast, railroad station.

2. Installations: See Annex 1

3. Designation:

a. Stakhanovo Aircraft Plant ++

b. TSAGI Aircraft Plant
(Both designations were learned from Soviets).

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4. Work force: An estimated ten thousand to twelve thousand men were employed in STAKHANOVO. Of this total, about a thousand were probably assigned to each of the three shifts in the aircraft plant, the others were employed for the extensive construction work. The good clothing of the workers in the aircraft plant was particularly noted.

5. German engineers from DESSAU were employed in the plant.

6. Production: According to Soviets, jet fighters were built. However, since both wings and engines packed in boxes (4.7 x 6.6 x 10 feet) were observed arriving and leaving the plant, it was rather believed to be an assembly or test plant.

7. Flying: ØØØ

a. There were two airfields. +

b. There was flying throughout the day. Individual flights, stunt flightsy and dives were observed. (One aircraft was

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lost in a crash landing in December 1948). Formation flying of up to 20 aircraft was also seen. (Two aircraft were lost by aerial collision in December 1948).

Firing at balloons 3.3 to 6.6 feet in diameter, moored at altitudes from 165 to 330 feet, was also practiced either individually or in small formations. The percentage of hits was high.

c. About 70 to 80 aircraft were stationed at the field in December 1948 (see Annex 2). There was flying as described in para 7b. There were allegedly formation flight displays over MOSCOW.

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[redacted]

End of 1948 to 8 March 1949

8. Location and distribution of buildings: See Annex 3

9. According to Soviet statements, jet aircraft were produced in the plant; aircraft fitted with two jet engines have allegedly been built there since January 1949.

10. There was an airfield about a mile from the plant. No details are available.

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[redacted]

1946 to 8 February 1949

11. Location: Near KHUKOVO, some hundred yards east of the Moskva River, in a clearing. There was an airfield south of the plant, which was connected with the trunk line to MOSCOW by a spur track.

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12. Plant area: 4,000 feet square.

[redacted]

13. Installations: Six six-story steel buildings

14. Equipment: Dismantled in ADLERSHOF near BERLIN. ø

15. Work force: Three thousand Soviets in each of the three shifts. About a thousand workers arrived from MOSCOW for each of the shifts

16. Production: Jet aircraft, probably only experimental models. øø

17. Observed aircraft types: See Annexes 4 and 5

18. Dimensions of the airfield: 4,600 x 6,600 feet. There was a runway.

19. Plant designation: According to German engineers, TSAGI. +++

Comment:

\+ 1. Report confirmed the location and installations of the STAKHANOVO test field (east of STAKHANOVO and west of RAMENSKOYE) as previously stated in many reports. The statement that there were two airfields was made for the first time.

++ 2. The so-called STAKHANOVO Aircraft Plant bordering on the landing field seems to be merely an assembly plant and a plant charged with the installation of special equipment in the experimental types.

+++ 3. The TSAGI Plant seems to be located about 6,600 feet north of the STAKHANOVO Plant, in the direction of ZHUKOVO as previously mentioned. This assumption is supported by the interrogation of a Soviet who had been employed as a guard there until the transfer of the plant in 1941. This man made the following statement: "The TSAGI Plant is located about 23 miles southeast of MOSCOW near the railroad station of OTDYKH** and covers a site of about 6,600 x 20,000 feet."

Ø The plant seems to have been equipped with the machinery dismantled in the former German Aeronautical Test Institute, the large wind tunnel of the German institute was also transferred to the TSAGI Plant (see Annex 3).

ØØ In the TSAGI Test Plant, all the novel aircraft types seem to be built as experimental models for testing in STAKHANOVO before they go into quantity production in the various aircraft plants. This assumption is supported by letters written by deported German engineers such as Siegfried GUENTHER, formerly chief designer in the Heinkel Aircraft Plant, now in KILRY.

4. In addition to the plants mentioned, Repair Plant No 241 was near BYKOVO during the war (see Annex 6). According to Annex 6, this plant seems to border on the present commercial airfield of BYKOVO and is certainly not the TSAGI Plant.

ØØØ 5. From the flying observed it is assumed that the technical testing of novel aircraft types is being performed in STAKHANOVO, but apart from that small testing units of the Soviet Air Force in charge of operational reliability tests also seem to be located there. The observation of 70 to 80 jet aircraft (see Annex 2) in December 1948 may have been connected with routine training or an air display over MOSCOW. This type, which has been sketched in a misleading way - its rudder assembly was certainly fitted at the vertical fin and not at the fuselage - is considered to be a mass produced type of the swept-back category fitted with an interior turbine, i.e. a 1948 model, most probably a Lavochkin design.

6. Type I on Annex 4 apparently is a jet fighter with a turbine under the fuselage, presumably a Yak-15. Type II on Annex 4 seems to represent a new experimental model whose outward lines would indicate a SUKHOI design. The main propulsion unit seems to consist of the two turbines fitted in the nose, while the power plant on top of the fuselage is believed to be either a turbine or a ramjet. The prone pilot's seat of this interceptor type indicates that it must be capable of high accelerations and that by means of the ramjet device it either reaches or surpasses sonic speed. This type is possibly the individual craft which was displayed at the July 1949 Air Show, flying at supersonic speed.

7. Type III on Annex 5 cannot be identified. There is a remote possibility that the deficient characterization of this type indicates the existence of a four-jet bomber, a design which is attributed to ILYUSHIN.

8. The experimental type IV (see Annex 5) seems to belong to the swept-back category of the 1948 model; no identification is possible.

9. Type V on Annex 5 is undoubtedly the Mig-Utka (tail first design) although the propeller is shown at the wrong end. This observation may also explain another report. 25X1

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There can be no doubt that the characteristic features of this craft have been exaggerated in a previous report. The only conclusion that can be safely drawn from them is that swept-back types exist.

6 ANNEXES:

(1) Air Force Testing Station in STAKHANOVO
(2) Jet Fighters Observed Near STAKHANOVO
(3) Location and Installations of the Air Force Testing Plant in STAKHANOVO
(4) Jet Aircraft Observed at the Airfield near ZHUKOVO
(5) Aircraft Observed at the ZHUKOVO Airfield.
(6) Location and Installations of the Aircraft Repair Plant No 241 Near BYKOVO.

25X1A ** [redacted] Comment: Otdykh is the same as Stakhanovo. Stakhanovo is also known as Zhukovski.